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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

# INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 12 March 1951

**SUBJECT** Railroad Operations Report

NO. OF PAGES 2

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PLACE  
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NO. OF ENCLS.  
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### Stocks of Locomotive Coal (In Metric Tons)

	Date	Coal (Stein- kohle)	Lignite Bricquettes	Coal Dust
Service coal (1)	30 December	4,344	14,596	5
	2 January	2,237	19,656	"
	8 January	2,920	19,673	"
Emergency reserve (2)	30 December	71,000	22,200	"
	2 January	63,500	16,000	"
	8 January	58,900	18,000	"
Daily Con- sumption (3)	30 December	3,926	18,222	138
	2 January	3,538	17,399	29
	8 January	1,849	19,973	26

## 2. Backlog of Undispatched Trains

On 30 December 1950 there were 44 trains with a total of 1,985 cars awaiting dispatch, including 12 trains bound for Ave, 17 for Poland and the U.S.S.R., 10 for the Baltic Sea Ports, and 5 for destinations within the Soviet Zone. On 2 January the backlog of undispached trains totaled 44 with 2,052 cars, including 8 trains bound for Ave, 11 for Poland and the U.S.S.R., 6 for Baltic Sea Ports and 19 for destinations within the Soviet Zone. On 8 January 1951 there were 17 undispached trains with a total of 742 cars, including 2 trains for Ave, 9 for Poland, and the U.S.S.R. and 6 for destinations within the Soviet Zone. (4)

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3. Park of Operational RR Cars

30 December 1950: 77,355 cars  
2 January 1951 : 76,729 cars  
8 January 1951 : 79,137 cars (5)

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Comments.

- (1) Compared with the status of 23 December, stocks have remained about constant. However, stocks of hard coal (Steinkohle) have decreased whereas stocks of lignite briquettes have risen. See 25X1A [redacted] The absence of any coal dust reserve is particularly noteworthy. This is the reason why most of the coal dust firing locomotives have been deactivated.
- (2) The emergency reserve has decreased steadily since 23 December 1950. 25X1A [redacted]
- (3) The daily consumption has risen to 21,000 tons, probably because of the winter season. At this rate of consumption, stocks available on 8 January were adequate for 4 1/2 days as compared to a normal reserve for 10 to 14 days.
- (4) The backlog of undischatched trains, which was unusually high, is tending to become normal again.
- (5) The number of operational cars has decreased since the last report of 23 December 1950. [redacted] 25X1A

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